

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

Proposal Title :	Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe		
Proposal Summary :	The planning proposal seeks to amend provisions contained in Rockdale Local Environmental Plan 2011 applying to land at 108 Princes Highway, Arncliffe: • to facilitate the economic use and development of the land; • to increase flexibility for the proportion of residential development for the site; and • to make the planning controls consistent with the Princes Highway Corridor Strategy (Highway Strategy). The proposal aims to achieve this by: • re-zoning the site from zone B6 Enterprise Corridor to B4 Mixed Use; • increasing the Height of Buildings from 28m to 29.5m; • amending the Floor Space Ratio control relating to former Lot 1 DP1116809, from 1.5:1 to 2.5:1, to align with the remainder of the subject site (Lot 1 DP 1199713); • introducing Active Street frontage controls relating to the corner of Kyle street and Princes highway; • removing the additional permitted use of 'shop top housing' in Schedule 1 for the site which becomes redundant under the proposal; and • removing Clause 4.4(2B)(a) which currently acts to restrict the maximum floor space ratio for residential development on the site.		
PP Number :	PP_2015_ROCKD_002_00	Dop File No :	15/04843

Proposal Details

Date Planning Proposal Received :	26-Mar-2015	LGA covered :	Rockdale
Region :	Metro(CBD)	RPA :	Rockdale City Council
State Electorate :	ROCKDALE	Section of the Act :	55 - Planning Proposal
LEP Type :	Spot Rezoning		

Location Details

Street :	Princes Highway		
Suburb :	Arncliffe	City :	Rockdale
Land Parcel :	108 Princes Highway, Arncliffe (Lot 1 DP 1199713)		
		Postcode :	

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

DoP Planning Officer Contact Details

Contact Name : **Louise Starkey**
Contact Number : **0285754104**
Contact Email : **louise.starkey@planning.nsw.gov.au**

RPA Contact Details

Contact Name : **Peter Naldovski**
Contact Number : **0295621666**
Contact Email : **pnaldovski@rockdale.nsw.gov.au**

DoP Project Manager Contact Details

Contact Name : **Diane Sarkies**
Contact Number : **0285754111**
Contact Email : **diane.sarkies@planning.nsw.gov.au**

Land Release Data

Growth Centre :	Release Area Name :
Regional / Sub Regional Strategy :	Consistent with Strategy :
MDP Number :	Date of Release :
Area of Release (Ha) :	Type of Release (eg Residential / Employment land) :
No. of Lots : 0	No. of Dwellings (where relevant) : 0
Gross Floor Area : 0	No of Jobs Created : 0

The NSW Government Yes
Lobbyists Code of
Conduct has been
complied with :

If No, comment :

Have there been No
meetings or
communications with
registered lobbyists? :

If Yes, comment :

Supporting notes

Internal Supporting Notes : **On 20 February 2015, Rockdale Council submitted a planning proposal to the Department, seeking to amend provisions in the Rockdale Local Environmental Plan 2011 applying to land at 108 Princes Highway, Arncliffe. The Department requested additional information which was received and accepted by the Department on 26 March 2015.**

The proposal aims to align planning controls with the recommendations of the Princes Highway Corridor Strategy (adopted by Rockdale Council 4 September 2013) and is supported by an Urban Design Report.

THE SITE

The site is located on the south-eastern side of the Princes Highway, bounded by Kyle Street to the north and 130 Princes Highway to the south. The site previously comprised of sixteen allotments, which have been consolidated into one land parcel, formally known as Lot 1 DP 1199713, 108 Princes Highway, Arncliffe.

The site has a total site area of 7,416sqm, and varying site depth of 60m and 74m. The site has a corner street frontage to Princes Highway, with 107m to Princes Highway, 72m to Kyle Street, and 61m to Charles Street.

The site is positioned in an Enterprise Corridor that is currently dominated by automotive, light industry and manufacturing related businesses. The site itself is currently occupied by an industrial/ warehouse complex, which contains a number of occupancies (including sheet / metal fabrication and associated engineering works).

Medium density housing dominates land use on the north-west side of Princes Highway (directly opposite the site), with low density residential the predominant land use to the east of the site.

The site is located near the following infrastructure and services:

- Arncliffe Railway Station and Arncliffe Town Centre (250m south-east);
- M5 East Freeway (300m north-west);
- Sydney International Airport (1.3km west);
- Arncliffe Public School (300m north);
- Cook Park Walking Trail and Cooks River Cycleway (500m); and,
- Arncliffe Park, Cahill Park and Riverine Park (within 700m).

MATTERS FOR CONSIDERATION

The planning proposal raises a number of issues for consideration. A summary of those issues is provided below:

- future development in Arncliffe as it has now been identified as a Priority Precinct;
- residential amenity on Princes Highway;
- traffic implications of increased residential density;
- airport-related considerations;
- site contamination issues;
- loss of light industrial uses and reduction in employment uses;
- reduction in the potential employment floor plate;
- whether a residential restriction should continue to apply to the site;
- consistency with objectives and existing controls under Rockdale LEP 2011 and Development Control Plan 2011; and,
- maintaining adequate mixed use development when market forces suggest residential as the most viable development option on site.

COUNCIL SUPPORT AND RECOMMENDATIONS

Council made a minor change to the planning proposal prior to forwarding it to the Department by increasing the proposed building height by 0.5 metres (to 29.5 metres). The change appears to have been made to maintain consistency with Rockdale LEP 2011 and existing map legend height. The Height of Building map legends next incremental height from T3 (28 metres) is T4 (29.5 metres). This change is a minor variation to the recommendations of the Princes Highway Strategy (endorsed by Council).

In a report to Council, Council planning staff made the following officer recommendations which are supported by the Department:

- a Traffic Report be prepared to support the proposal; and
- a Stage 1 Contamination Report be prepared to support the proposal.

External Supporting
Notes :

Rockdale Council supported the proposal to Gateway on the premise that it:
• is generally consistent with the strategic vision and recommendations of the Princes Highway Corridor Strategy (adopted by Rockdale Council 4 September 2013) to grow Arncliffe as a residential precinct and revitalise the corridor for employment uses;

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

- is consistent with the vision for Arncliffe as an identified Priority Precinct under A Plan for Growing Sydney (December 2014);
- will streamline and rationalise planning controls applying to the site; and
- is supported by an Urban Design Report (October 2013) which addresses consistency of the proposal with the Highway Strategy.

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? **Yes**

Comment : The primary objectives of the planning proposal are to:

- facilitate economically viable redevelopment of the site for mixed use;
- provide greater flexibility for mixed use development by accommodating retail, commercial and residential development;
- amend and rationalise planning controls by aligning with Council's adopted Princes Highway Strategy; and,
- promote and foster development by facilitating urban renewal consistent with Strategic Planning documents.

The objectives of the planning proposal are considered to be clear and adequate.

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? **Yes**

Comment : Council states the objectives of the planning proposal will be achieved through an amendment to the Rockdale LEP 2011, to:

- amend the Land Zoning Map to re-zone the site B4 Mixed Use;
- amend the Height of Buildings Map to increase maximum building height to 29.5m;
- amend the Floor Space Ratio Map at former Lot 1 DP1116809 to increase maximum FSR to 2.5:1;
- amend the Active Street Frontage Map to apply active street frontage standards at the corner of Kyle Street and Princes Highway;
- delete Clause 2 in Schedule 1 - Additional Permitted Uses for mixed use development applying to the site; and,
- delete Clause 4.4(2B)(a) which restricts maximum floor space ratio of residential development on the site to 1:1.

The explanation of provisions clearly outlines the purpose, intent and application of the proposal.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? **No**

b) S.117 directions identified by RPA :

* May need the Director General's agreement

- 1.1 Business and Industrial Zones
- 1.2 Rural Zones
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport
- 3.5 Development Near Licensed Aerodromes
- 6.3 Site Specific Provisions
- 7.1 Implementation of A Plan for Growing Sydney

Is the Director General's agreement required? **No**

c) Consistent with Standard Instrument (LEPs) Order 2006 : **Yes**

d) Which SEPPs have the RPA identified?

- SEPP No 15—Rural Landsharing Communities
- SEPP No 55—Remediation of Land
- SEPP No 64—Advertising and Signage
- SEPP No 65—Design Quality of Residential Flat Development
- SEPP No 70—Affordable Housing (Revised Schemes)

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

SEPP (Building Sustainability Index: BASIX) 2004
SEPP (Exempt and Complying Development Codes) 2008
SEPP (Housing for Seniors or People with a Disability) 2004
SEPP (Infrastructure) 2007

e) List any other matters that need to be considered :

The following strategic policies have been identified to form part of the merit consideration of the planning proposal:

- Arncliffe Priority Precinct - Department Priority Precinct Program
- Rockdale Local Environmental Plan 2011
- Rockdale Development Control Plan 2011
- Rockdale City Council's Princes Highway Corridor Strategy

Have inconsistencies with items a), b) and d) being adequately justified? No

If No, explain :

S117 Direction 1.1 Business and Industrial zones:

The objectives of this direction are to encourage employment growth in suitable locations, protect employment land in business zones and support the viability of identified strategic centres. This direction applies where a proposal affects land within an existing or proposed business or industrial zone.

The site is zoned B6 Enterprise Corridor and Schedule 1 permits shop top housing in the form of mixed use development for the site. Additionally, the LEP restricts residential FSR at the site to 1:1.

The proposal will permit additional residential land uses through the application of a B4 Mixed Use zone and the removal of the residential limitation. While the proposal does not specifically aim to remove business zones, the proposal will, in effect result in the loss of light industrial land uses.

Rockdale DCP requires a minimum of ten per cent of commercial floor space in mixed-use developments. Additional provisions to limit the amount of residential floor space while encouraging commercial or employment uses would align the planning proposal with the objectives of this direction.

For these reasons, the proposal is considered inconsistent with this direction.

However, the inconsistency seems to be justified by the Princes Highway Corridor Strategy. The Strategy recommends an increase in the FSR for the land zoned B6 Enterprise Corridor along the Princes Highway, except for land parcels where a re-zoning to B4 is recommended (which includes the 108 Princes Highway site). The loss of commercial space could theoretically be absorbed in higher FSR controls for commercial uses within the Princes Highway Corridor Strategy. The Department considers that street activation would assist the proposal in complying with this section 117 direction, and recommends the extension of the proposed active street frontage provisions to the length of the Princes Highway frontage of the subject site.

It is therefore recommended that the Gateway determination include a condition requiring the planning proposal to be updated to provide justification for the inconsistency with the Direction.

S117 Direction 3.4 Integrating Land Use and Transport:

The objectives of this direction are to ensure the built form improves access to housing, jobs and services by walking, cycling or public transport use. This direction applies to planning proposals that seek to alter a provision relating to urban land. The site is close to rail and major bus routes 400, 410 and 422.

The following transport limitations apply to the site:

- limited vehicular access from Princes Highway to Kyle street – only entry from Princes Highway and no exit on to Highway;
- existing No Stopping and No Parking restrictions along Princes Highway; and,
- no off-street car parking for the site.

The Department considers the proposal is consistent with the objectives of this direction. Notwithstanding, and to ensure consideration of the transport limitations of the site, a Transport Study is recommended to assess the impact of housing intensification along the Princes Highway corridor, particularly in relation to parking availability, existing transport and road network and noise from transport use. It is therefore recommended that the Gateway determination include a condition requiring the planning proposal to be updated to include a Transport Study.

S117 Direction 3.5 Development Near Licenced Aerodromes:

This Direction applies to the proposal as it intends to alter a zone in the vicinity of Sydney International Airport. The Department considers the proposal is consistent with the direction as the site falls outside of the ANEF 20 corridor. Additionally, local provisions are in place to ensure appropriate development consideration for areas within the local government area subject to aircraft noise and airspace operations.

Consultation with Sydney Airport Corporation Limited and the Commonwealth should be required as a condition of Gateway.

S117 Direction 7.1 Implementing A Plan for Growing Sydney:

The direction gives effect to the state strategic planning framework, A Plan For Growing Sydney, and its planning principles, directions and identified priorities. The proposal demonstrates consistency with residential and housing directions contained in A Plan For Growing Sydney, while it is inconsistent with employment directions. Further assessment of the proposals consistency with A Plan for Growing Sydney is contained in the 'Consistency with strategic planning framework' section.

SEPP 55 – Remediation of land:

Clause 6 of the policy requires a planning authority to consider contamination and remediation in rezoning proposals. The planning authority must consider:

- whether the land is contaminated;
- if contaminated, whether the land is in a suitable state, or will be after remediation for all the land uses permitted within the zone, and
- having regard to a report specifying the findings of a preliminary investigation of the land, in accordance with the contaminated land planning guidelines.

The proposal is not supported by a contaminated lands assessment and in light of previous land uses, site contamination and remediation are necessary considerations for this re-zoning proposal. Subsequently, the proposal should be supported by preliminary site investigations, in order to determine suitability for those uses permitted under the B4 zone, and to satisfy the requirements of the state policy.

It is therefore recommended that the Gateway determination include a condition requiring detailed consideration of the SEPP, and an assessment to determine the appropriateness of the change of use (in relation to site contamination), prior to public exhibition. The assessment is to be included in the exhibition documents.

Arncliffe Priority Precinct:

The Department, in partnership with Rockdale City Council, is currently undertaking preliminary investigations for a priority precinct in Arncliffe and the site falls within the Priority Precinct boundary.

It is understood that the planning for the Arncliffe Priority Precinct is building on Council's Princes Highway Corridor Strategy. The planning proposal is broadly consistent with the Government's vision for Arncliffe, which includes the following objectives:

- facilitating urban renewal along a key public transport corridor;
- providing for mixed-use development opportunities; and
- encouraging housing intensification within an identified Priority Precinct.

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

It is recommended that Council consult with the Department's Urban Renewal team.

Rockdale Development Control Plan 2011:

The proposal is consistent with the objectives of the Development Control Plan. The plan requires mixed-use developments to contain a minimum 10 per cent of the site to be dedicated for retail/commercial uses.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment : The planning proposal contains indicative mapping reflecting the intent of the proposal. The mapping is considered adequate for public exhibition purposes.

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment : Community consultation has been proposed. However, a clear timeframe has not been provided. The Department considers the planning proposal should be exhibited for a minimum of 28 days.

Additional Director General's requirements

Are there any additional Director General's requirements? **No**

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment :

Proposal Assessment

Principal LEP:

Due Date :

Comments in relation to Principal LEP : The principle Rockdale LEP was made on 5 December 2011.

Assessment Criteria

Need for planning proposal : Council has resolved to submit this planning proposal in response to a Council meeting resolution on 4 February 2015. The proponent is seeking to amend development controls that apply to the site under the Rockdale Local Environmental Plan 2011. A planning proposal is required as a request to alter a Comprehensive LEP has been made. The requested amendments cannot be advanced without a planning proposal.

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

Consistency with strategic planning framework :

The planning proposal demonstrates consistency with the Rockdale City Plan 2013-2025. With exception to the recommended maximum building height for the site, the proposal is consistent with the Princes Highway Corridor Strategy. The planning proposal demonstrates some consistency with A Plan for Growing Sydney.

A PLAN FOR GROWING SYDNEY

The following directions under A Plan For Growing Sydney are considered relevant the planning proposal:

- Direction 1.5: Enhance capacity at Sydney's gateway and freight networks
- Direction 1.6: Expand the Global Economic Corridor
- Direction 1.9: Support Priority Economic Sectors
- Direction 2.1: Accelerate Housing Supply across Sydney
- Direction 2.2: Accelerate Urban Renewal across Sydney – providing homes closer to jobs
- Direction 2.3: Improve housing choice to suit different needs and lifestyles
- Direction 3.1: Revitalise existing suburbs
- Priorities for the South Subregion:
 - o Work with Council to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority precincts, along key public transport corridors; and
 - o Protect corridors for future long term transport needs.

Directions 1.5 and 1.6 aim to enhance the productivity of freight corridors and support the functioning of the airport, port, the global economic corridor and the city generally. The site is located in an Enterprise Corridor along the Princes Highway – a major arterial road and freight network road, which services the Transport Gateways. A number of businesses are located along the Highway that generate employment or support the port activities. Incremental re-zoning along Princes Highway to allow residential uses may limit future employment, the efficiency of the freight road and the support functions of the Highway to the ports. The proposal is considered inconsistent with actions supporting Direction 1.5 and Direction 1.6 as the proposal may impact on future employment uses and particularly additional traffic load on the Princes Highway.

Direction 1.9 seeks to support priority economic sectors by applying appropriate planning controls to encourage growth. While current uses on the site are not priority economic sectors as identified by A Plan For Growing Sydney and the land is not zoned industrial (but is employment land), the site is located on a key freight network and consideration of the impact of mixed-use development to the efficiency of the Highway needs to be considered.

The Department conducted an assessment of the planning proposal's consistency with the Industrial Lands Strategic Assessment Checklist and found that:

1. The proposed rezoning demonstrates consistency with the Council adopted Princes Highway Corridor Strategy, but is considered inconsistent with Directions 1.5 and 1.6 of A Plan For Growing Sydney;
2. The site is near the Transport Gateways (Sydney Airport and Port Botany), the entrance to the M5 East and is on the Princes Highway, an important north-south freight corridor;
3. The rezoning is unlikely to impact on local industrial land stock as it is zoned B6 Enterprise Corridor. However, incremental rezoning along the land to enable residential development may have a detrimental impact of the future efficiency and employment uses along the Highway;
4. A compelling argument has not been provided that the land cannot be used (at present or into the foreseeable future) for industrial uses. The planning proposal states that "economic use and development of land is dependent on a much higher proportion of the development being devoted to residential use". An Economic and Real Estate Analysis, provided with the planning proposal, states the lack of demand for retail and commercial space in this part of the Princes Highway would make a development with restricted residential floor space unviable. The proposal also argues that restricted redevelopment "would result in the perpetuation of obsolete industrial/warehouse buildings on the land for a considerable period of time"; and,
5. The land is within the Arncliffe Priority Precinct area, identified by the Department as a

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

future redevelopment centre and identified by Rockdale Council for renewal under the Princes Highway Strategy.

The proposal is consistent with residential related directions, as it will provide housing in a location well-served by public transport, services and facilities.

On balance, the planning proposal is generally consistent with the directions of A Plan for Growing Sydney. However, it is recommended that the Gateway determination include a condition requiring the planning proposal to be updated to provide justification for the inconsistencies with Directions 1.5 and 1.6.

PRINCES HIGHWAY CORRIDOR STRATEGY

The proposal is supported by an Urban Design Report which details the proposals consistency with the Princes Highway Corridor Strategy. Both documents were prepared prior to the release of A Plan for Growing Sydney. The Strategy identifies the following vision for Arncliffe:

- grow Arncliffe as a residential precinct; and
- revitalise the Highway corridor for employment uses.

The Strategy's vision for the Wickham to Kyle Street precinct (sites location) is to re-zone for mixed use development and to facilitate higher density residential as well as encourage active ground floor frontages around the key intersection.

The Strategy makes specific recommendations for the Arncliffe area. To ensure light industrial employment uses and important local services are preserved along the corridor, the Strategy recommends:

- retention of the B6 Enterprise Corridor zone on the southern and northern section of the road corridor;
- the Kyle Street and Wickham Street quarter (site location) be rezoned for mixed-use development; and
- higher density residential zones located to the west of the site, across Princes Highway, and B4 Mixed Use in the direct vicinity of Arncliffe Station.

The proposal intends to apply 29.5m height to the site, whereas the strategy recommends 29m (approx. 8 floors). This variation is only minor. Justification for the proposed height control was provided in the Council report and states that the 29.5m height control aligns with surrounding land and current LEP map legend increments.

The Department supports the proposed inclusion of active street frontage provisions for the corner of Princes Highway and Kyle Street. Given the dual issue of loss of employment space and amenity considerations, it is recommended that active street frontage controls be extended along the portion of the Princes Highway that is the subject of this planning proposal. The Department is concerned about the impact of the Princes Highway corridor on the amenity of ground floor uses, particularly ground floor apartments fronting Princes Highway. Ground floor commercial or retail uses would be the preferred outcome, particularly along the Princes Highway.

In summary, the proposal is consistent with the Princes Highway Corridor Strategy, except for the 0.5m discrepancy in the proposed height of buildings. However, it is noted that the Princes Highway Corridor Strategy demonstrates some inconsistencies with A Plan For Growing Sydney, particularly Directions 1.5 and 1.6.

ROCKDALE CITY PLAN 2013-2025 and COMMUNITY AND STRATEGIC PLAN

The proposal is consistent with the Rockdale City Plan 2011-25, particularly:

- Outcome 2 – Rockdale is a City with a high quality natural and built environment and valued heritage in liveable neighbourhoods. A City that is easy to get around and has good links and connections to other parts of Sydney and beyond.

The proposal needs to justify loss of employment floor space to satisfy:

- Outcome 3 – Rockdale is a City with a thriving economy that provides jobs for local

people and opportunities for lifelong learning.

OTHER ISSUES FOR CONSIDERATION

Land Zoning Issues

The B6 Enterprise Corridor zone is intended to support commercial or industrial development along main roads (like the Princes Highway). The zone provides for a range of uses, such as business, light industrial / warehouse, hotel accommodation; however, retail use is limited to maintain the objectives of the zone. The zone enables opportunities for urban consolidation along busy roads, where appropriate, as some residential accommodation may be permitted.

In 2011, a zone Direction was issued to clarify that where any type of residential accommodation is included in the Land Use Table, an additional zone objective must also be included relating to the provision of residential uses 'only as part of a mixed use development'.

The site currently has an additional permitted use applied to it, which permits residential uses (with consent) as part of a mixed-use development. The proposal intends to re-zone the site to B4 Mixed Use, which is generally used where a wide range of land uses are to be encouraged, including commercial, residential, tourist and visitor and community uses. The residential development component in this zone can form an important element in revitalising and sustaining the area, and increasing housing diversity close to commercial cores and major transport routes.

The overall objective of the proposal is consistent with the application of a B4 Mixed-Use zone as:

- it provides a mixture of compatible land uses;
- it integrates suitable business, office and residential uses; and
- the site is located in an accessible location so as to maximise public transport patronage and encourage walking and cycling.

Residential VS Employment Generating Uses

Under the B4 Mixed Use zone, Residential Flat Buildings are permissible land uses in their own right, despite the objectives of the zone being to provide a mixture of compatible land uses and integrate suitable mixed use development.

The proposal intends to remove existing LEP provision which ensures employment floor space of 1.5:1 on the site, by specifically restricting residential floor space to 1:1 (through Clause 4.4(2B)(a)).

Should Clause 4.4(2B)(a) be removed, the only restriction on floor space for the site comes from the Rockdale DCP. The DCP requires a minimum of 10 per cent of the site area for mixed-use developments to be used for retail or commercial uses. This, in effect, reverses the current controls for the site which restrict residential to boost commercial space.

With residential land uses being the most viable for redevelopment, it is necessary to consider market driven decisions and the implications of this proposal on future employment and light industrial / warehousing uses. The consequences for local employment in the area need to be considered. It is for these reasons that the Department is recommending the extension of active street frontage provisions along the portion of the Princes Highway, that is the subject of this planning proposal.

Environmental social
economic impacts :

ENVIRONMENTAL

The proposal applies to land in an existing urban area and the site is located along a highway corridor that has been developed for business and light industrial uses. Therefore, the impact for the proposal will be negligible for critical habitat and minimal for the environment. Moreover, should the planning proposal proceed, a contamination investigation and potential site remediation could support the local environment.

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

The Department is concerned about the impact of noise coming from vehicle movements along the Princes Highway on the amenity of future residents. The Department is recommending a study to assess the impact of traffic noise on future residents.

SOCIAL AND ECONOMIC

The proposal raises a number of social and economic considerations, as follows:

- increased residential density and associated amenity considerations;
- reduction in employment uses and loss of light industry on site; and
- potential loss of total employment floor space due to viability of residential development and the flexibility of the B4 Mixed Use zone (market driven).

The proposal demonstrates positive social and economic benefits. The proposal may have a net social benefit by providing additional housing, increasing housing choice and increasing affordability in an area well-served by transport and social infrastructure. It is argued the proposal will stimulate the local economy and employment opportunities.

While the proposal demonstrates a number of residential benefits, it should be noted that the immediate and long term impact of the reduction in employment floor space needs to be given further consideration.

It is also recommended that the Department of Education and Communities be consulted on this proposal, in relation to the effect of this proposal on local school and child care facilities.

Assessment Process

Proposal type : **Routine** Community Consultation Period : **28 Days**

Timeframe to make LEP : **12 months** Delegation : **RPA**

Public Authority Consultation - s56(2) (d) : **Department of Education and Communities
Energy Australia
Transport for NSW
Transport for NSW - Roads and Maritime Services
Sydney Water
Telstra
Other**

Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

Other - provide details below

If Other, provide reasons :

Refer to proposed conditions

Identify any internal consultations, if required :

**Metropolitan and Regional Strategy
Residential Land Release (MDP)**

Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108 Princes Highway, Arncliffe

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
TAG A - Cover letter _original 23.02.2015#2.pdf	Proposal Covering Letter	Yes
TAG B - Planning Proposal_108 Princes Highway - Amended 26.03.2015#2.pdf	Proposal	Yes
TAG C - Evaluation criteria for the delegation of plan making functions - 108 Princes Hwy Rockdale 26.03.2015#2.pdf	Proposal	Yes
TAG D - URBAN DESIGN REPORT.pdf	Study	Yes
TAG E - Council Report- 02_09_2015#2.pdf	Proposal	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions:

- 1.1 Business and Industrial Zones**
- 1.2 Rural Zones**
- 3.1 Residential Zones**
- 3.4 Integrating Land Use and Transport**
- 3.5 Development Near Licensed Aerodromes**
- 6.3 Site Specific Provisions**
- 7.1 Implementation of A Plan for Growing Sydney**

Additional Information : **It is recommended the planning proposal proceed, subject to the following requirements:**

1. Given the strong reliance of this planning proposal on the Princes Highway Corridor Strategy, the Strategy should be placed on public exhibition with the planning proposal. There should also be some explanation of how this proposal and the strategy are linked.

2. Given the need to further clarify and justify certain elements of the proposal, prior to public exhibition, the planning proposal is to be updated to:

- a. extend the active street frontage provisions so that the provisions apply to the entire portion of the Princes Highway frontage within the subject site and update the Active Street Frontages map accordingly;**
- b. provide further justification for the inconsistency with s.117 Direction 1.1 Business and Industrial zones; and,**
- c. demonstrate consistency with A Plan for Growing Sydney Direction 1.5: Enhance capacity at Sydney's Gateway and Freight Networks and Direction 1.6: Expand the Global Economic Corridor.**

3. Given the need to consider further the impacts of the proposal, prior to public exhibition, the planning proposal is to be updated to include:

- a. a study to address the impact of the proposal on transport and traffic along the Princes Highway Corridor;**
- b. a study to assess the impact of traffic noise on the amenity of future residents; and,**
- c. a preliminary contamination investigation to satisfy the objectives of State Environmental Planning Policy 55 – Remediation of Land.**

4. Community consultation is required under sections 56(2)(c) and 57 of the EP&A Act;

5. Consultation is required with the following agencies:

- a. Sydney Airport Corporation Limited;**

**Planning proposal to amend Rockdale Local Environmental Plan 2011 for land at 108
Princes Highway, Arncliffe**

- b. The Commonwealth Department of Infrastructure and Regional Development;
- c. The NSW Department of Planning and Environment's Urban Renewal team;
- d. Transport for NSW;
- e. Sydney Water;
- f. Energy Australia;
- g. Department of Education and Communities;
- h. Roads and Maritime Services;
- i. Urban Growth NSW;
- j. Westconnex Delivery Authority; and,
- k. Telstra.

6. A public hearing is not required in relation to section 56(2)(e) of the EP&A Act;

7. The time frame for completing the LEP is to be 12 months from the week following the date of Gateway determination.

Supporting Reasons :

The proposal should be allowed to proceed as it:

- provides housing in a well-serviced location;
- facilitates economically viable redevelopment of the site for mixed- use;
- provides greater flexibility for the site by accommodating retail, commercial and residential development;
- amends and rationalises planning controls by aligning with the Princes Highway Corridor Strategy;
- is supported by Council and key findings of an Economic and Real Estate Analysis;
- facilitates the economic use and development of the land; and
- demonstrates consistency with relevant Strategic Planning documents.

The Gateway conditions have been recommended for the following reasons:

- the proposal shows inconsistency with Section 117 Direction 1.1 and A Plan for Growing Sydney Directions 1.5 and 1.6;
- the potential impact of housing intensification on the existing transport and road network; and
- the site is close to Kingsford-Smith International Airport and the proposed Westconnex Stage 2 junction. Both Sydney Airport Corporation and WestConnex Delivery Authority should be consulted.

Signature:



Printed Name:

Diane Sarkies

Date:

27/5/15

